**Dulhasti Hydel Power Project**

1782. SHRI ATAL BIHARI VAJPAYEE:
DR. LAXMINARAYAN PANDEYA:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the cost of the Dulhasti Hydel Power Project in Jammu and Kashmir as initially approved in the year 1982;

(b) the details of the revised costs of the project as approved from time to time, year-wise;

(c) the present estimated cost of the project;

(d) the name of the foreign company with which contract was signed and the terms and conditions thereof;

(e) the manner in which the project will be financed;

(f) whether the construction work has started; and

(g) if so, the details in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The Dulhasti Hydel Power Project in J & K was initially approved in the year 1982 at an estimated cost of Rs. 183.45 crores including Interest During Construction (IDC) of Rs. 21.73 crores, at March, 1980 price level.

(b) The revised cost of the project estimated at Rs. 1262.97 crores, including IDC of Rs. 96.20 crores, at October, 1988 price level, was approved in July, 1989.

(c) The cost of the project is expected to go up by about Rs. 481 crores as a result of the depreciation of the exchange value of the Rupee since October, 1988.

(d) The contract for execution of the project on turn-key basis has been awarded to a French Consortium led by M/s. CEGELEC (formerly CGEE Alsthom) on 8-9-1989. The foreign exchange component of the contract price is Japanese Yen 53000.63 million and the Indian Rupee component is Rs. 157.53 crores. This does not include contigencies and escalation. As per the contract, the project is to be completed by the French Consortium within 57 months from the date of order to commence work i.e. by July, 1994.

(e) The foreign exchange component of the project would be financed by soft credit of French Frances 987 million and a grant of French Francs 190 million from the French Treasury, and an export credit of French Francs 1405.60 million from a consortium of French commercial Banks. The Rupee component of the project would be financed by NHPC out of its internal resources market borrowings and Govt. of India budgetary support.

(f) and (g) Yes, Sir. with effect from 11-10-1989. Infrastructural and preconstruction works such as contractors camp, school, hospital building and installation of batching and crushing plants at the project site have been completed. The river has been diverted and excavation of dam foundation and main power House cavern started. Boring of the main tunnel using an 8.3m dia tunnel boring machine has commenced. Most of the access tunnels and adits are nearing completion. Additional surveys and investigations and preparation of the final design report by the turn-key constractor are under progress. Model studies of turbine have also been completed.

[*Translation*]

**Size of Exploratory Wells**

1783. SHRI DEVENDRA PRASAD YADAV: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the exploratory wells are smaller than those of China and other countries; and

(b) if so, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (b) The size or depth of exploratory wells depends on the depth at which oil producing zone is expected based on surveys and drilling.

**Railway Link to Chatra (Bihar)**

1784. SHRI UPENDRA NATH VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the headquarter of Chatra division in Hazaribagh district of Bihar is not connected with railway line;

(b) whether there has been a long standing demand to connect Chatra with railway line;

(c) whether the Government propose to link this place with railway line; and

(d) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Chatra is not connected with railway line.

(b) Yes, Sir.

(c) No, Sir.

(d) Does not arise.

[*English*]

**Introduction of Fast Passenger Train from Haldibari to Jalpaiguri**

1785. SHRI JITENDRA NATH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have decided to introduce a fast passenger train from Haldibari to Sealdah via Jalpaiguri town and NJP station to meet the long felt need of the people of Jalpaiguri and Coochbehar;

(b) if so, whether work have already been started there; and

(c) if so, the amount spent thereon and the details of the work completed so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) (a) to (c) No, Sir. But the feasibility is under examination.

[*Translation*]

**Renovation of Rajpipla Airport**

1786. SHRI CHANDUBHAI DESHMUKH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is an old airport in Rajpipla town near Narmada Dam of Gujarat;

(b) if so, whether the Government propose to renovate this airport; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c) The National Airports Authority has no plan to construct/renovate any airport at Rajpipla city of Bharuch District in Gujarat.

**Bridge over Brahmaputra at Dibrugarh**

1787. SHRI PROBIN DEKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a proposal to construct fourth rail-cum-road bridge over river Brahmaputra at Dibrugarh (Assam); and

(b) if so, the details thereof and the steps being taken in this regard?